

# Under-Instruction Rigger **Shocked** Into Believing in ORM

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During a recent underway replenishment, a first-time, under-instruction rigger was shocked in both hands and arms at a refueling station. As you read on, you will realize how operational risk management could have prevented this from happening.

During the refueling, a large wave hit the rigger's station. The station supervisor noticed the extension cord for the night unrep box was lying on the wet deck. He told the rigger to pick up the cord and stow it properly. When the rigger picked up the cord, he was shocked by 115 volts AC, and his muscles tightened so he could not release the cord.

The rigger's nearby shipmates were quick thinkers: They immediately unplugged the cord, enabling the rigger to let go of it. Before touching the cord, the rigger should have determined if it was "hot" by noticing if it was plugged into a bulkhead receptacle. Taking this situation a step farther: The extension cord should have been stowed after it was last used, not left lying on the deck.

A subsequent medical evaluation determined there was no injury or permanent damage in this

case, attributable not only to the rigger's quick-acting shipmates, but also because the rigger was wearing the proper PPE: gloves with leather-reinforced palms.

This mishap could have ended tragically. Applying ORM to any daily routine is one way—and perhaps

the best way—to prevent mishaps throughout the fleet. Incorporate ORM into all evolutions, and reinforce it with regular training.

Supervisors have a responsibility to continuously reinforce safe practices—whether on deck during an unrep or within the skin of the ship in the galley or machine shop. ☺

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